

QUIET DAY AT MANILA.

FILIPINOS MAKE NO ATTEMPT TO RENEW THE FIGHTING.

REBELS SCATTERED THROUGHOUT THE COUNTRY BUSHWHACKING—ESTIMATES OF THE LOSSES ON BOTH SIDES.

Manila, Feb. 12, 4:50 p. m.—Contrary to general expectations all is quiet along the entire line, nothing having happened up to this hour to disturb the peace of Sunday.

In Manila the inhabitants have generally recovered from the alarm occasioned by the fear of a native uprising, and are resuming their ordinary business. The shipping interests are naturally suffering, since there have been no clearances for Philippine ports within a week; but on the other hand, foreign shipping has increased, especially for Hong Kong, every steamer bound thither being crowded with timid refugees.

GUERRILLA WARFARE.

Despite, however, this Sunday quietude, many are asking whether the problem is not still far from solution. A week ago those who took an optimistic view predicted that the terrible lesson just administered to the rebels would settle the question of Filipino independence in short order. But this prediction has not been fulfilled. As a matter of fact, the rebels are now scattered throughout the country bushwhacking, except at Malabon, where they are gathered in force. Even there their methods savor more of guerrilla than of civilized warfare, every bush, camp and tree furnishing a cover for their sharpshooters.

Unfortunately, for miles around the land is studded with bamboo jungle, and open spaces are few and far between. This affords the natives, who fight better under cover, a distinct advantage. In many places the jungle is so dense that the eye cannot penetrate it, and only by the flashes of their rifles are the enemy located.

Under such conditions it is remarkable that the American casualties should be so few; while the number of dead natives found in the brush after every skirmish testifies to the precision of our fire. Last week there was not a single shot fired, but the Americans steadily advanced, carrying everything before them and gradually increasing their semicircle, until all spreads fan-shaped from four to ten miles around Manila, the waterworks being the most distant point.

FILLIPINOS' HEAVY LOSSES.

It is now known that the Filipino loss is fully 2,500 killed, with wounded vastly in excess of that number, and thousands are held prisoners. All this has been achieved at the cost of 65 Americans killed and 237 wounded. There are two Americans missing and unaccounted for. No fewer than twenty native villages have been destroyed because their houses harbored men, frequently disguised in female attire, who shot from windows and rooftops at the American troops. Many rifles and a ton of ammunition have been seized. As might be expected, there has been some looting in the outskirts; but it has not been general, and has been done in direct violation of orders.

The only incident that has broken the quiet of the day followed the arrival of the German first-class cruiser Kaiserin Augusta. When she saluted Admiral Dewey this afternoon a report spread rapidly that the American warships were bombarding Malabon. Today crowds have visited the scenes of last week's fighting. All the roads from the city were thronged with vehicles. But beyond burned villages and the new mounds in the fields there was little to be seen. A close inspection showed that most of the enemy's dead had remained at their posts to the last, as the bodies were usually surrounded by empty cartridges, while in the trenches, wherever there was no dead, there was little and often no ammunition.

DISTINGUISHED PRISONERS.

Among the distinguished prisoners captured at Manila since the outbreak of hostilities are Captain A. G. Escamilla, Aguinaldo's private secretary; Captain E. P. Veraguth, Colonel Martin de los Reyes and Señor Tomas del Rosario, a member of the so-called Filipino Congress, in session at Malabon. A few minor Filipino officials are also in custody.

AGONIZING DID THE MISCHIEF.

GENERAL OTIS HEARS THAT THE FILIPINO AGENT ADVISED AGUINALDO TO FIGHT.

Washington, Feb. 12.—The following cable dispatch was received at the War Department today:

Manila, February 12.

Reported that insurgent representatives at Washington telegraphed Aguinaldo to drive out Americans before arrival reinforcements. Dispatch received from General and Major Malos (Malolos), which denied an attack to be made about 7th inst. Eagerness of insurgent troops to engage precipitated battle. Very quiet today on lines from Calabanan on north to Pampanga on south. Yesterday small reconnoitering party twelve miles south city fired on two men, slightly wounded. Two insurgents with arms captured. Affairs of Jolo, MacArthur's division very quiet. Enemy's loss considerable. Have collected seventy dead bodies; more not yet discovered. Insurgents reported to be gathering large party miles north on railway, but evidently left no mark.

Additional casualties:

KILLED.

Private THEODORE G. B. 4th Artillery, Battery K.

Private ANTHONY NELSON PACKARD, Company C, 3d Cavalry.

WOUNDED.

Private BERNARD HENSEL and WILLIAM RAN-

SON, Company E.

FIRST IDAHO.

Private ROBERT KELLER, Company F.

Private CHARLES A. HILL, Battery B.

THIRTIETH MINNESOTA.

Private JAMES HARTLEY and WILLIAM C. FITCH,

Company I.

FIRST MONTANA.

Private MALCOLM THOMAS, Company K.

FOURTH CAVALRY.

Private JAMES THORSON, Troop E.

TWENTIETH KANSAS.

ALEXANDER M. MITCHELL, Company B.

Private FRANK GOTT, Company I, 1st Montana, reported missing yesterday, has reported to his company commander.

OTIS.

TRANSPORT GRANT REACHES SUEZ.

THE VESSEL WAIT FOR FIFTY MEN WHO LEFT THE VESSEL AT PORT SAID.

Port Said, Feb. 12.—The United States transport Grant, Captain Arcey, which sailed from New-York for Manila on January 19, having on board Major-General Lawton and staff, the 4th United States Regular Infantry, under Brigadier-General R. H. Hall, and a battalion of the

17th United States Infantry, under Major Rogers, arrived here yesterday.

Suez, Feb. 12.—The United States transport Grant has arrived here. General Lawton had telegraphed the United States Consul Agent, Alfred W. Haydn, that fifty members of the expedition had deserted at Port Said, and would be brought to Suez by train. A guard of Egyptian soldiers was marshalled in the station to prevent their escape. But only two men appeared. These said that neither they nor any of the others wished to desert the expedition. They had gone ashore and got drunk, but were willing to return. The transport will wait for them here.

SEVENTEEN WOMEN BURNED.

HORRIBLE RESULTS OF FIRE IN AN INSANE ASYLUM AT YANKTON, S. D.

Yankton, S. D., Feb. 12.—One of the cottages at the State Insane Asylum took fire in the basement at 2 o'clock this morning and was burned, causing the death of seventeen inmates. The cottage consisted of stone and granite walls, with wooden interior, and was intended for laundry purposes. Owing to the crowded condition of the main building, forty of the women patients were placed there, and the laundry was operated in the basement.

The exact cause of the fire is not known, except that it originated in the drying-room of the laundry. The lack of water greatly hindered the work of the firemen. The intense heat in the burning building caused the pipes used for pumping to burst shortly after the fire began, leaving the fire hose without power, except direct pressure from the tank, which was in no way sufficient to quench the flames.

COLD SNAP MAY ELECT GRAY.

SIX ADDICKS MEN STORMBOUND—KILLING STORM IN DELAWARE.

[BY TELEGRAPH TO THE TRIBUNE.]

Laurel, Del., Feb. 12.—The unprecedented storm and cold snap have added immensely to the interest in the Senatorial fight at Dover. It is generally believed that Senator Gray will be re-elected to-morrow. On two occasions the Democrats have been only two votes short of a majority. Most of the rural members who went to their homes on Saturday are Addicks Republicans. It is thought that it is impossible for six of them, Senators Abbott and Brazer, and Representatives West, Johnson, Short and Hunter, who live on a branch road, to reach Dover in time to vote. The greatest excitement prevails in political circles.

All trains are now running very late. Snow is falling in clouds, which will greatly impede, if not entirely stop, travel.

This immediate section is in the embrace of the third blizzard in the course of a week. The thermometer registers 13 degrees below zero, which is the coldest ever recorded on the peninsula. The loss to farmers will be great. The coldest spell previously on record was in 1881, when the thermometer fell to 6 degrees below zero. Peach and pear trees are all killed then, and it is thought none can possibly survive now. Blackberry and raspberry bushes are positively killed. Laurel is the centre of the fruit belt. All kinds of game are killed. Last year many thousands of dollars were spent in restocking the peninsula with game.

The distress among the poor is heartrending. Farmers are unable to reach town, and consequently wood as well as eatables is at a premium. Yesterday one nearly famished brought in a load of wood, and so great was the demand that he sold it at auction at several times its ordinary worth. Scores of families, being unable to procure fuel, have doubled up with cold.

All rivers and bays are frozen, thus stopping the oyster business. Several boats have been wrecked, and several lives are reported lost.

QUAY IN THE LAST DITCH.

A CRITICAL QUESTION TO BE DECIDED AT HARRISBURG TO-NIGHT.

Harrisburg, Penn., Feb. 12 (Special).—The headquarters of both Quay and anti-Quay supporters were lighted to-night, but there was little being done, though it is admitted that this week will see the beginning of the end of the fight for the Senatorship. To-morrow night in the House, it is expected, a motion will be made to reconsider the vote by which the McCall bill was defeated. If the vote is reconsidered it means that Quay may win out, but it is doubtful if he will have any other apparent course than to withdraw from the fight.

The assertion that in case of the death of Cashier Haywood of the State Treasury, who has been indicted with Quay in the conspiracy, that he would be succeeded by Quay, is the highest legal circles, it being set down as good law that where three men conspire two of them may be tried, even though the third die after an indictment has been found.

This morning anti-Quay managers, seeing that the great snowstorm which raged all day was likely to detain trains, sent dispatches to all of the anti-Quay Republicans, advising them to start at once for Harrisburg, so that they may be here in time to-morrow night.

MANY RARE BOOKS BURNED.

THE STOCK OF A. C. MCCLURG & CO., OF CHICAGO, ALL DESTROYED.

Chicago, Feb. 12.—The five-story brick building at the corner of Wabash-ave. and Madison-st., occupied by the book and stationery firm of A. C. McClurg & Co., was totally destroyed with its contents, by fire today, entailing a loss of nearly \$500,000, of which \$200,000 was on the stock. McClurg & Co. carried one of the largest stocks of rare old books and manuscripts in existence outside the great libraries, including many volumes which cannot be replaced.

The fire was started by an explosion of gas which leaked from a pipe on the third floor and spread rapidly. Before the first engine arrived flames were pouring from the second, third and fourth story windows, and in a short time the floors began to fall in and the walls to bulge.

The firemen from the first had no hope of saving the building, and directed their efforts to preventing the flames from spreading to Mandel Brothers' drug store across the alley. Considerable difficulty was experienced by them at first on account of the low water pressure, many of the hydrants being partly frozen, and it was nearly twenty minutes after the fire broke out before the pressure was great enough to carry the streams to the third story. To add to the difficulty of the situation, the temperature was several degrees below zero and a bitter north wind was blowing. Many of the firemen were severely frostbitten.

About two hours after the fire started the Madison-st. wall fell out, tons of hot bricks crashing into the street and breaking many large plate-glass windows across the alley. Several of the firemen had narrow escapes.

Mandel Brothers suffered a loss of about \$100,000. The store across the alley, being flooded chiefly from water, the inventory being flooded, other losses, consisting of broken plate glass and damage by smoke and water, probably will amount to \$250,000. McClurg's stock was insured for about \$250,000.

DREYFUS REFUSES TO ANSWER.

London, Feb. 13.—"The Daily Telegraph" publishes the following dispatch from Cayenne, capital of French Guiana:

"The judicial officer who has just returned here from a visit to Dreyfus on the Ile du Diabol, informs me that the prisoner is in good health, but declines to reply to the written interrogations of the Court of Cassation, on the ground that his answers are inaccurately transmitted to Paris."

STAMPS REQUIRED.

The Internal Revenue office in this city has repeatedly commended the statement of the Tribune Almanac, that it is not possible to ascertain what means of it any one can quickly ascertain what prices are needed on particular documents. Price Tribune Almanac for 1899, 25 cents a copy.—Adv.

CONTINUED COLD AND SNOW.

THE FORECASTER PREDICTS MORE WEATHER OF THE SAME SORT.

A SLIGHT RISE IN THE TEMPERATURE AFFORDS SOME RELIEF—LITTLE LOCAL TRAFFIC—SLEIGHING AND SKATING IN CENTRAL PARK.

The bitterness of the cold weather of last week was somewhat abated in this city yesterday. With the advent of the snowstorm early Saturday evening, the mercury began gradually to crawl up the tube, and although it retreated a little during the night, it never again fell to the record figures of Friday and Thursday. The cold was still extraordinary, however, and the hand of winter did not relax its grasp appreciably upon the city and the rivers that inclose it on either side.

The lowest temperature recorded yesterday was at 8 o'clock in the morning, when the thermometer stood at 25 above the zero mark. Ordinarily this record would have set the city to complaining, but people were inclined to be thankful for the small mercy of the infinitesimal rise of the thermometer rather than to find fault because it was not more. The mercury crawled up a few degrees in the course of the day, but it did not vary more than a few degrees from sunrise to sunset. At 8 o'clock last night it stood at 6 degrees above, and was slowly rising.

There is little comfort to be derived from this fact, however, inasmuch as the predictions sent out by the Weather Bureau last night were for continued snow and cold weather. The prophet declined to say when the cold wave would be broken.

The snowstorm that threatened to develop into a blizzard on Saturday night and early yesterday morning moderated perceptibly early in the day and the fall was very light for the rest of the day, although it was still paying attention to business last night. In all about five inches of snow fell. It made trouble for Commissioner McCarty at the very start, for he had not been able to remove more than a quarter of what fell on Thursday owing to the extreme cold and the difficulty of getting laborers to work.

The weather over the country in general was much more moderate yesterday. Indeed, everywhere except along the New-York and New-England coasts the cold wave was effectually broken. The slight rise in temperature had a good effect on traffic in the rivers here. The Staten Island ferries were the only ones that suffered severely, and some of them took on hour and a half to make the trip in the early hours of the day.

DANGER OF A COAL FAMINE.

The Association for the Improvement of the Condition of the Poor opened its offices, at Fourth-ave. and Twenty-second-st., yesterday, and had also made arrangements with the coal dealers who are distributing free coal, so that the relief might not be interrupted. The dealers, however, were almost helpless in face of the scarcity of trucks, the increasing scarcity of coal and the refusal of many employees to work on Sunday. The people who own wagons are all receiving good prices from the contractors for snow removal, and are unwilling to lose money by renting their vehicles for other purposes. The increased demand for coal, together with the intense cold and consequent delays to traffic, threatens, if present conditions continue, to result in a serious coal famine. The supply in this city is already growing small, and the Manhattan Elevated Company has begun to feel the effects of it. Should the price continue to go up, the hardship to the poor which will result will be incalculable.

At the bakery at Broadway and Tenth-st., where coffee and bread are distributed every night, long lines of men were to be seen last night waiting for their dole. The line extended to Thirtieth-st., in spite of the fact that many other bakers in various parts of the city are just now giving away the bread left over, together with coffee, to whomsoever applies.

EFFECT ON THE STREET RAILWAYS.

Had yesterday been any other day than a Sunday, the effects of the storm following the excessively cold snap would have been most serious in the interruption of traffic. Failing as it did upon a Sunday, however, the poor facilities necessarily provided by the surface and elevated lines did not cause any considerable inconvenience. Persons who had made appointments to visit friends were late, and the attendance at the churches suffered, but this was about the extent of the trouble for the majority.

It is seldom that the streets of the city have presented so deserted an appearance in the daytime. Everybody who could possibly do so stayed at home, and even the few cars run by the elevated and surface lines were only half-full. Those who had to travel on them could hardly help noticing what the effect of the storm would have been upon a working day. The Manhattan Elevated Railway Company ran trains of only three cars through the whole day. Surface cars on all the lines were few and far between. The cable and underground trolley lines suffered least, but the horsecars made slow and difficult progress. Many of these had four horses to each car, and they were none too many. Probably the drivers and passengers of the belt line cars suffered more than any others. In many places the drifts along the water-front were more than knee deep, and the wind swept over the streets with terrific force.

When the Weather Bureau announced on Saturday that a blizzard might be expected yesterday the railway companies immediately began to make preparations. On the underground electric roads elaborate precautions were taken to keep the tracks entirely clear from snow, and similar preparations were used on the cable lines. The elevated road, which was the worst off, was the last few days by the freezing of the water tanks, had already taken means to avoid that difficulty in future. In spite of all these precautions, however, there were many delays in the morning on all the lines. In the afternoon things were better, but the snow continued to break the connections with the tracks. All day long the electric and cable sweepers were kept running along the lines at frequent intervals.

Up in the borough of The Bronx the winds had free sweep, and interfered continually with the trolley lines. During the morning hours people had long waits for cars, the snow having drifted deep along the rural roads, and in the afternoon the traffic was irregular because the high winds continually shifted the drifts, piling up the snow in a jiffy where the ploughs had made clear paths.

In Harlem, as in the lower districts, the cable roads and underground trolleys were not much impeded. All over the city the delivery wagons which are out on Sunday used two teams of horses where one is usually sufficient.

TRAINS AND MAILS DELAYED.

The incoming trains from the West over the New-York Central road were all delayed from one to three hours. The Chicago Limited, due at 1:30 p. m., did not come in until nearly 4 p. m., while the other Chicago train, due at 4 p. m., was two hours late. It was said that the intense cold was responsible for the delay to a greater degree than the snowstorm. The trains did not run in to the storm until they were well into the city.

HAMBURG LINER IN PERIL.

THE BULGARIA DRIFTING HELPLESS AT SEA.

Twenty-five of her ninety passengers, women and children, landed at the Azores by the tank steamer Weehawken.

Ponta Delgada, Azores Islands, Feb. 12.—The British tank steamer Weehawken, Captain Casey, from Philadelphia, January 27, for Hull, has arrived here with twenty-five passengers from the Hamburg-American liner Bulgaria, Captain Schmidt, from New-York, January 28, for Hamburg.

The Weehawken reports the Bulgaria drifting helplessly eight hundred miles from the Azores. Nothing is known here as to the fate of the other passengers.

London, Feb. 13.—According to a dispatch to "The Daily Mail" from Ponta Delgada, the twenty-five members of the Bulgaria's company on board the Weehawken are women and children. The rest of the passengers and the crew could not be taken off, owing to the heavy weather.

It is understood here to-night that the Bulgaria carried ninety passengers.

A Tribune reporter last night conveyed to Emil L. Boas, the agent of the Hamburg-American Line in this city, the information contained in the foregoing dispatch. Mr. Boas expressed himself as greatly surprised at the news. He said that the Bulgaria carried twenty-seven steerage passengers. Most of them were Germans returning to visit their native land. The Bulgaria had no accommodations for cabin passengers. She carried 1,500 tons of cargo, mostly grain.

Mr. Boas was unwilling to speculate as to the cause of the trouble with the Bulgaria, but thought it was probably due to disabled machinery. He was of the opinion that the passengers who left the ship might have received the option of abandoning ship or standing by her.

Mr. Boas was apparently of the opinion that the Bulgaria might not be in such a bad way as the dispatch indicated.

The Bulgaria is a new ship, having been built in Germany a year ago at a cost of \$500,000. She is 365 feet long, has twin screws and is of 8,000 tons burden. She sailed from this port on January 28 for Hamburg. Captain Schmidt commands her, and she carries a crew of seventy-five.

BRITISH STEAMER FOUNDERS.

LOSS OF THE ARNO AND PROBABLY THIRTEEN MEN—BRITISH ISLES STORM-SWEPT.

Portsmouth, England, Feb. 12.—The British steamer Arno, while bound from Shields to Portsmouth, foundered in a gale off Nab Light-ship. The captain and three men landed here today. Thirteen are missing.

London, Feb. 12.—It is feared that the loss of the British steamer Arno, which foundered in the gale off Nab Lightship, will prove a serious disaster. The captain and three members of the crew, who reached Southsea in an exhausted condition, with their boat practically smashed up, report that thirteen men are missing of the ship's company.

One of the men had his leg broken, and none for a time were able to give any coherent account of their experience, so terrible had been their sufferings. The Arno was wrecked within hailing distance of the lightship, and sank rapidly. Three boats were launched, but the captain's boat was found waterlogged, and it is doubtful whether the others could live in the boiling sea. After the boat of the survivors was the only one left.

A heavy gale swept the British Isles yesterday and has continued to-day, causing floods at many points. Rivers have overflowed their banks, railways have been submerged along the coast, and there have been numerous casualties along the coast. At Newport, Monmouthshire, a huge tidal wave leaped over the sea wall, submerging thousands of acres and the low-lying portions of the town. One man was drowned.

The unusually high tide today did serious damage to the sea walls at Ryde and Sandown, on the Isle of Wight.

A coal lighter has foundered off Cromer, Norfolkshire, and five of her crew were drowned.

SUFFERINGS OF A SCHOONER'S CREW.

AURANIA HAD A ROUGH VOYAGE.

PORTUGUESE BRIG WRECKED.

AMERICA AND GERMANY.

MUCH IMPORTANCE ATTACHED TO THE STATEMENTS OF VON BUELOW.

SKATERS ADRIFF ON THE ICE.

FRUITLESS SEARCH FOR SIX PERSONS LOST ON LAKE MICHIGAN.

QUANTITY IS NO CRITERION OF QUALITY.

A STARTLING REVELATION.

THE REPORT OF THE AGRICULTURAL DEPARTMENT PRESERVING THE BEEF.

PRAISE FOR THE COMMISSARY.

REFRIGERATED BEEF THOUGHT PURE.

COLON DREW A PISTOL FIRST.

A MORE DETAILED STORY OF THE TROUBLE AT ANNISTON.

ATLANTA, GA., FEB. 12.—A dispatch to "The Constitution" from Anniston, Ala., says that the trouble that has been brewing for some time between Colonel David G. Colson and First Lieutenant Scott, of the 4th Kentucky, culminated at a late hour last night in a shooting affair, in which Colonel Colson was shot in the hip and Lieutenant Scott and many others had narrow escapes.

SHOT HIS OWN COLONEL.

TRAGIC CULMINATION OF THE FOURTH KENTUCKY'S TROUBLES.

THE WOUNDED MAN IS CONGRESSMAN COLSON—HIS ASSAILANT A NEPHEW OF GOVERNOR BRADLEY.

[BY TELEGRAPH TO THE TRIBUNE.]

Lexington, Ky., Feb. 12.—Telegrams received here to-night from Anniston, Ala., say that Colonel David G. Colson, of the 4th Kentucky, also Congressman from the 13th Kentucky District, has been shot and seriously wounded by one of his lieutenants, Ethelbert D. Scott, nephew of Governor Bradley. The shooting occurred in a restaurant about 2 o'clock this morning.

Lieutenant Scott and two friends, Lieutenants Marion Wilhoit and E. L. Plakeman, were seated at a table when the Colonel entered and sat down at the same table. Lieutenant Blakeman immediately began cursing him because he had tried to keep the regiment from being mustered out. Colonel Colson jumped to his feet, and grabbing Blakeman by the ear gave it a severe pull. Lieutenant Scott drew his pistol and fired twice at the Colonel. Colson fell, and as Scott was in the act of shooting the third time Lieutenant Wilhoit grabbed his arm.

Two provost guards who were in the restaurant seized Colonel Colson as he attempted to rise, and clubbed him into insensibility, cutting the scalp in many places, and, it is feared, fracturing his skull. One of Scott's bullets went wide. The other struck the Colonel in the right side, inflicting a serious wound.

The Colonel was taken to his hotel, where he is resting easy to-night, but his physician fears the result of the wounds on his head. Lieutenant Scott and the provost guards who assaulted the Colonel were placed in the Anniston Jail by the civil authorities.

The 4th Kentucky was mustered out yesterday. Colonel Colson wrote on Lieutenant Scott's discharge, "Not honest nor faithful, and character bad." Scott refused to accept the discharge. As Colonel Colson will not be discharged for sixty days, Lieutenant Scott's offence comes within military law, under which the penalty for assaulting a superior officer may be death.

The trouble between Colson and Scott began when the regiment was being mobilized here last summer. Scott was the fourth nephew that Governor Bradley had placed in the regiment as a commissioned officer. He did not take kindly to Colonel Colson, and there was friction between the lieutenant and the colonel before the former had been in the regiment a week. The ill-feeling continued to grow, and Colonel Colson had Scott tried twice by court-martial for alleged infractions of regulations. He was not convicted.

Then Colson had him appear before an efficiency board, and it recommended that Scott be dismissed from the service. Scott went to Washington and laid the troubles of the 4th Kentucky before the War Department. Scott is a bright young lawyer, and he convinced the department that his brother officers were opposed to Colonel Colson's methods, and that the men were anxious to return to their homes, so it was decided to muster out the regiment.

This pleased the men, and they ordered buttons with Lieutenant Scott's picture on them. They wore these buttons in the presence of Colonel Colson. This seemed to infuriate him, and he attacked Scott in the columns of the Anniston papers, describing him as a "barren, incompetent and dishonest scoundrel," and that the men were anxious to return to their homes, so it was decided to muster out the regiment.

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